

EXTENDED BOOM FORKLIFT - MMV



LEARNING OBJECTIVES

- TERMINAL

Provided an Extended Boom Forklift-MMV and a training area, with the aid of references, operate the forklift in support of engineer operations in accordance with TM-10794-12/1

LEARNING OBJECTIVES

- ENABLING

Given descriptions of the EBFL-MMV characteristics, without the aid of references, mark each correct description in accordance with TM-10794-12/1

Provided an EBFL-MMV, a simulated haul and training aids, with the aid of references, load/unload the training aid onto/off of the haul unit in accordance with TM10794-12/1.

Provided an EBFL-MMV, materials to be loaded and an international Service Organization (ISO) container, without the aid of references, load/unload the ISO container in accordance with TM-10794-12/1.

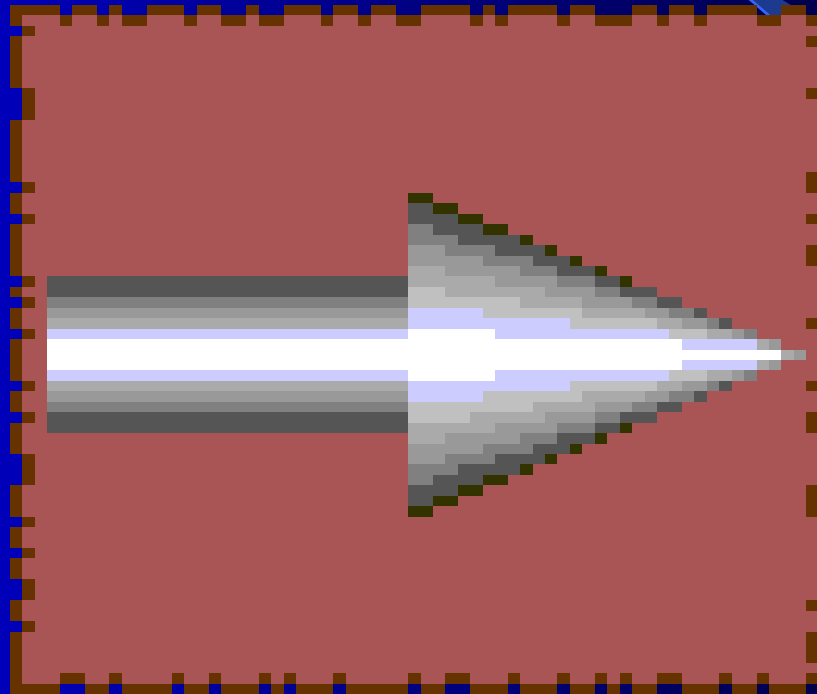
Provided an EBFL-MMV, and attachments, without the aid of references, change attachments in accordance with TM-10794-12/1.

SAFET

Y



OPERATOR CONTROLS



STEERING SELECT SWITCH



ATTACHMENT TILT MODE



NEUTRAL LOCK LEVER



MULTIFUNCTION JOYSTICK



WORK LIGHTS



OPERATORS DISPLAY PANEL



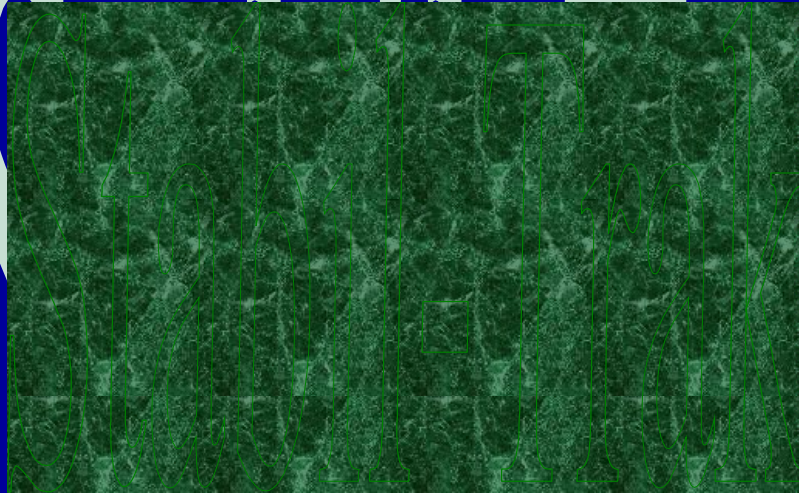
LOAD MOVEMENT INDICATOR



QUESTIONS

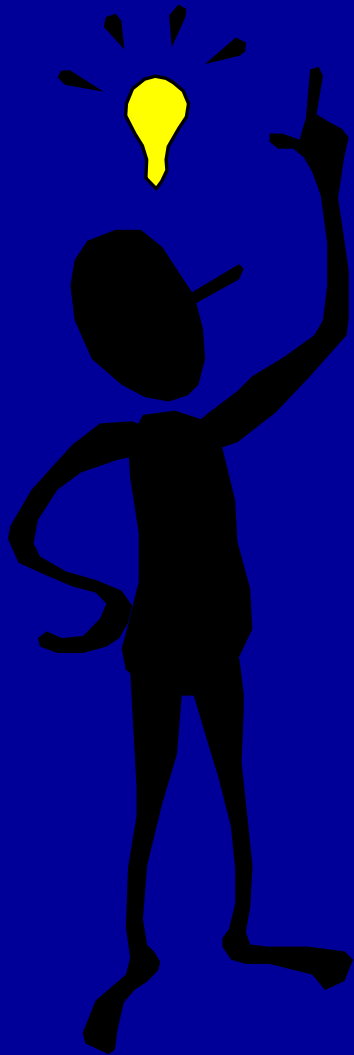


PRE OP INSPECTION



Objective

To introduce students to the Stabil-Trak system and it's components. Students will be able to test, diagnose, and repair any function associated with the Stabil-Trak system.

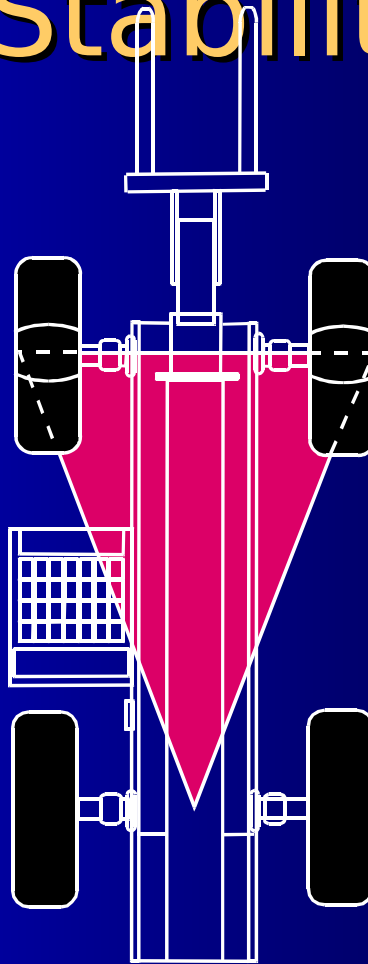


Stabil-Trak

The patented rear axle lock or Stabil-Trak system works to stabilize the vehicle under certain conditions.

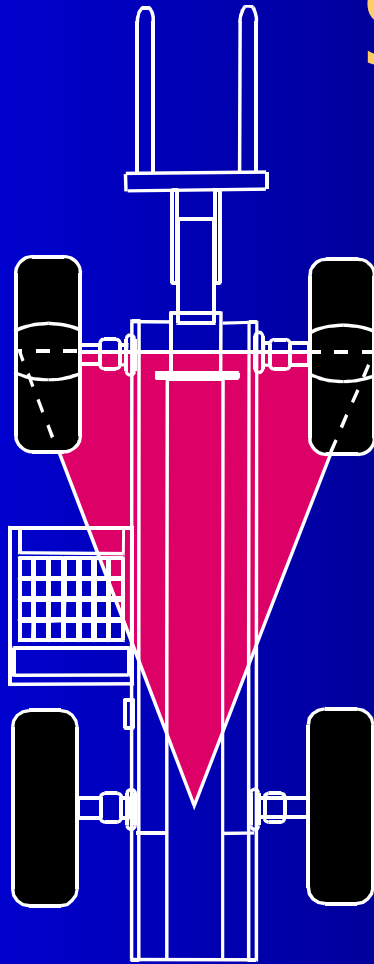
The Operator must understand when and where the conditions exist for the system to function; this will allow for knowledge of repair or conditioning.

Conditions of Machine Stability

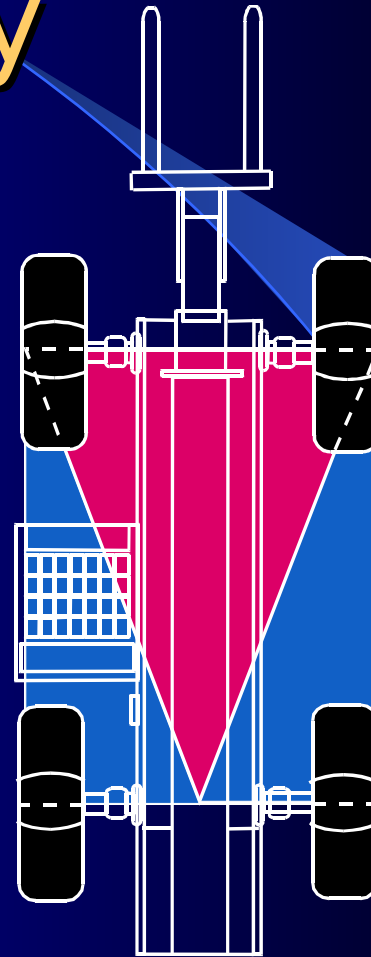


**Standard
3 Point Stance**

Conditions of Machine Stability

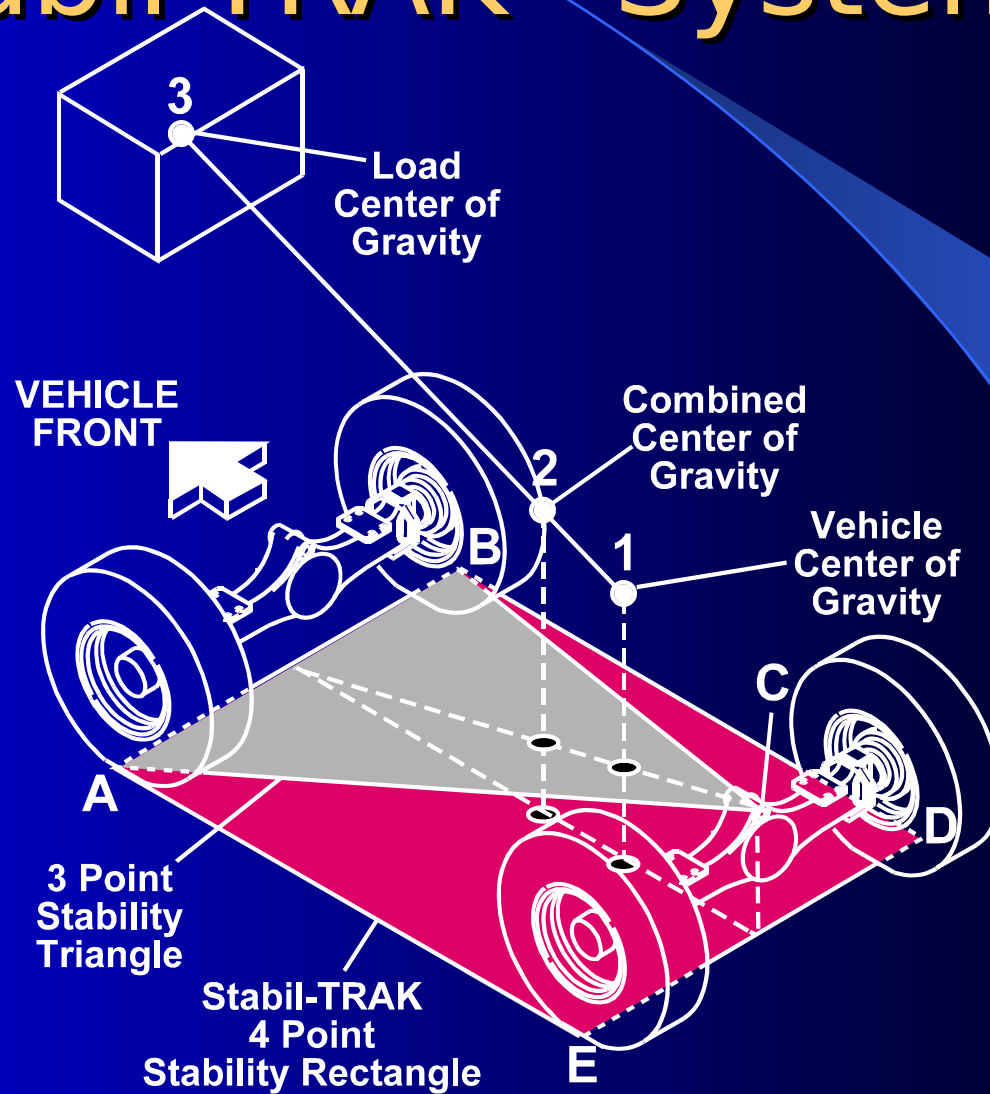


**Standard
3 Point Stance**



**Stabil-TRAK®
4 Point Stance**

Stabil-TRAK[®] System



3 Modes of Stabil-TRAK

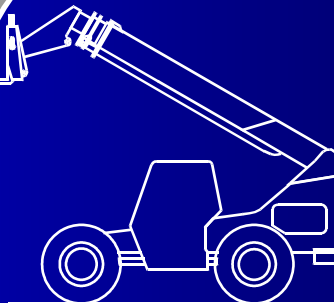
- Free Pivot Mode
- Final Positioning Mode
- Locked Mode

Free Pivot Mode

Angle Of
Stabil-TRAK
Activation

40°

**FREE PIVOT
MODE**
Stabil-TRAK Light
"OFF"



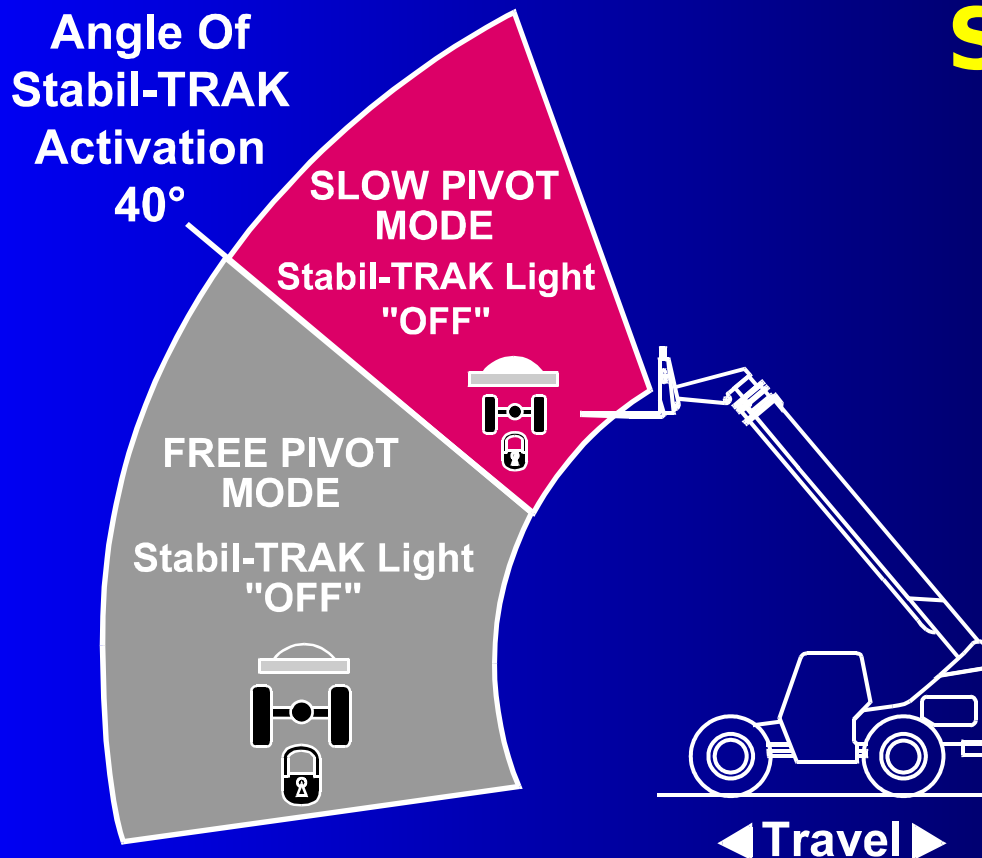
Stabil-TRAK[®]

Free Pivot Mode

Boom Angles Below 40°

Rear axle allowed to pivot free

Final Positioning Mode



Stabil-TRAK[®]

Final Positioning Mode
**Boom Angles Above 40°
With Vehicle Traveling.**

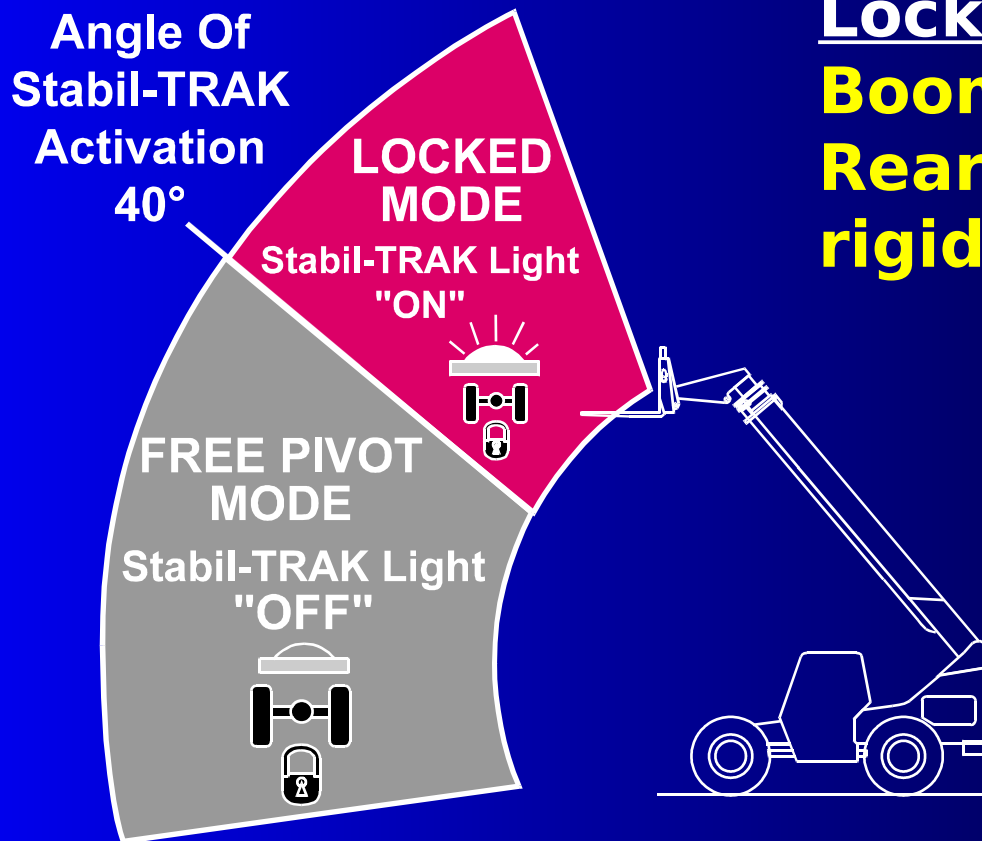
**Rear axle is unlocked
and allowed to pivot,
but will respond **SLOWLY**
to changes in terrain.**

Locked Mode

Stabil-TRAK[®]

Locked Mode

Boom Angles Above 40°. Rear axle locked so it is rigid with the frame.



Activated by one or more of these functions:

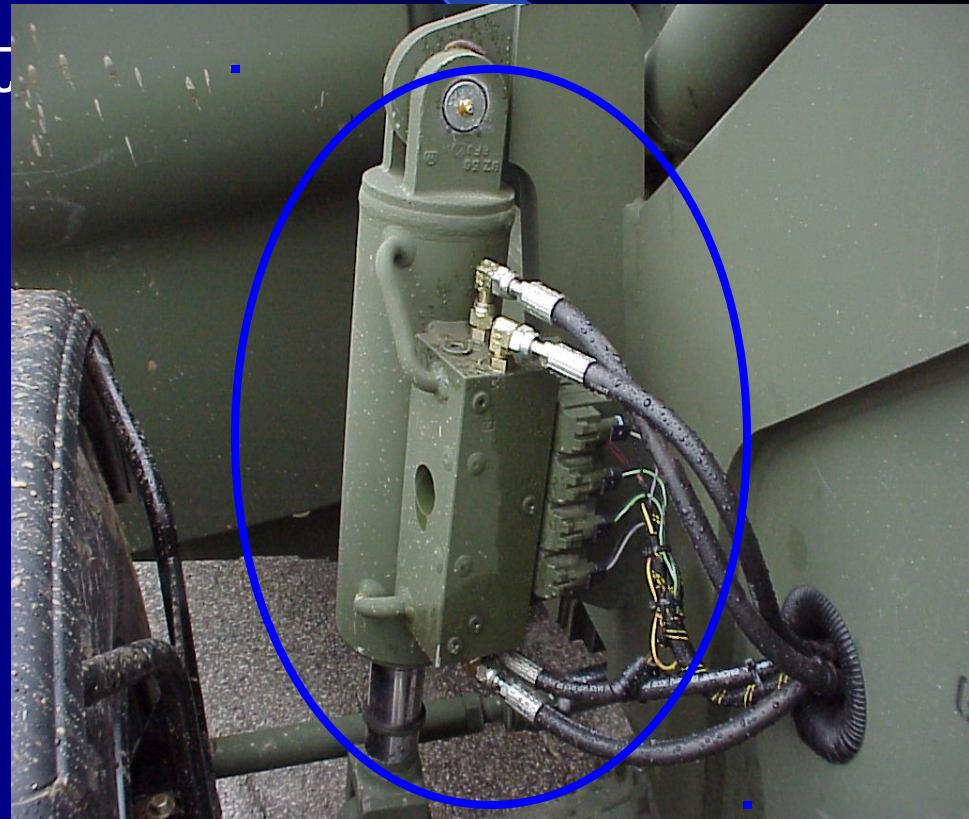
- Engaging the Emergency Brake Switch
- Placing Travel Select Lever in NEUTRAL
- Depressing and holding Service Brake Pedal

System Components

- Stabilizer Cylinder
- Stabilizer Valve Block
- Boom Angle Sensor
- Relays
- Stabilizer Light
- 3 Switches

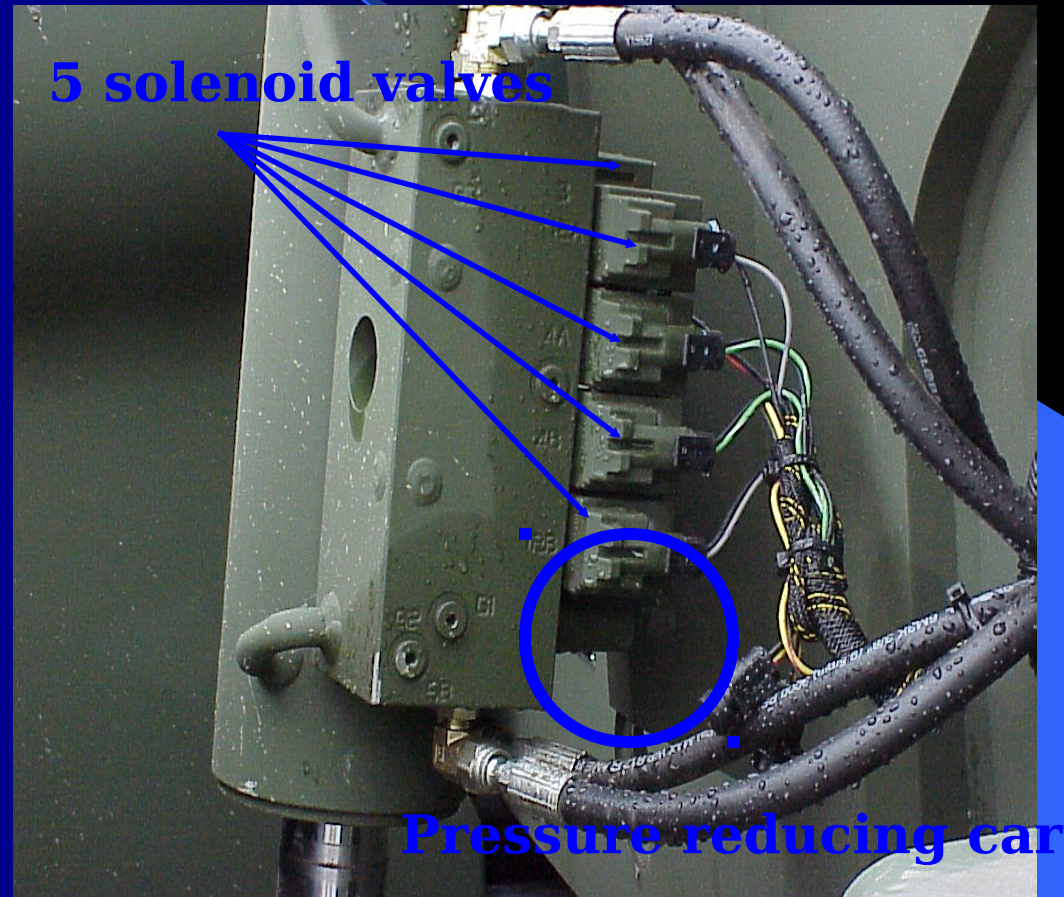
Stabilizer Cylinder

- Located on Left Hand Rear of Unit
 - Not a “Frame Tilt Cylinder”



Stabilizer Valve Block

- Located on cylinder



Boom Angle Sensor

- Left Rear Side of Frame - Boom Pivot
- Senses Boom Angle - Above or Below 40 °



Stabilizer Light

- Located on Dash-Next to Steering Mode Indicators
- Display Illuminates When Rear Axle “Locked”



3 Switches

- Park Brake
 - Energizes Solenoids with park brake switch engaged
- Neutral
 - Energizes Relay With Shift Lever in Neutral
- Service Brake
 - Energizes Solenoids with foot on brake

Stabil-TRAK Summary

- System Components
 - Stabilizer Cylinder
 - Boom Angle Sensor
 - 40 Degrees

Summary Cont...

- System Components Cont...
 - Stabilizer Light
 - “ON” only when stopped & Boom Above 40°
 - “ON” when rear axle is locked
 - Switches
 - Park Brake
 - Neutral
 - Service Brake

ATTACHMENTS

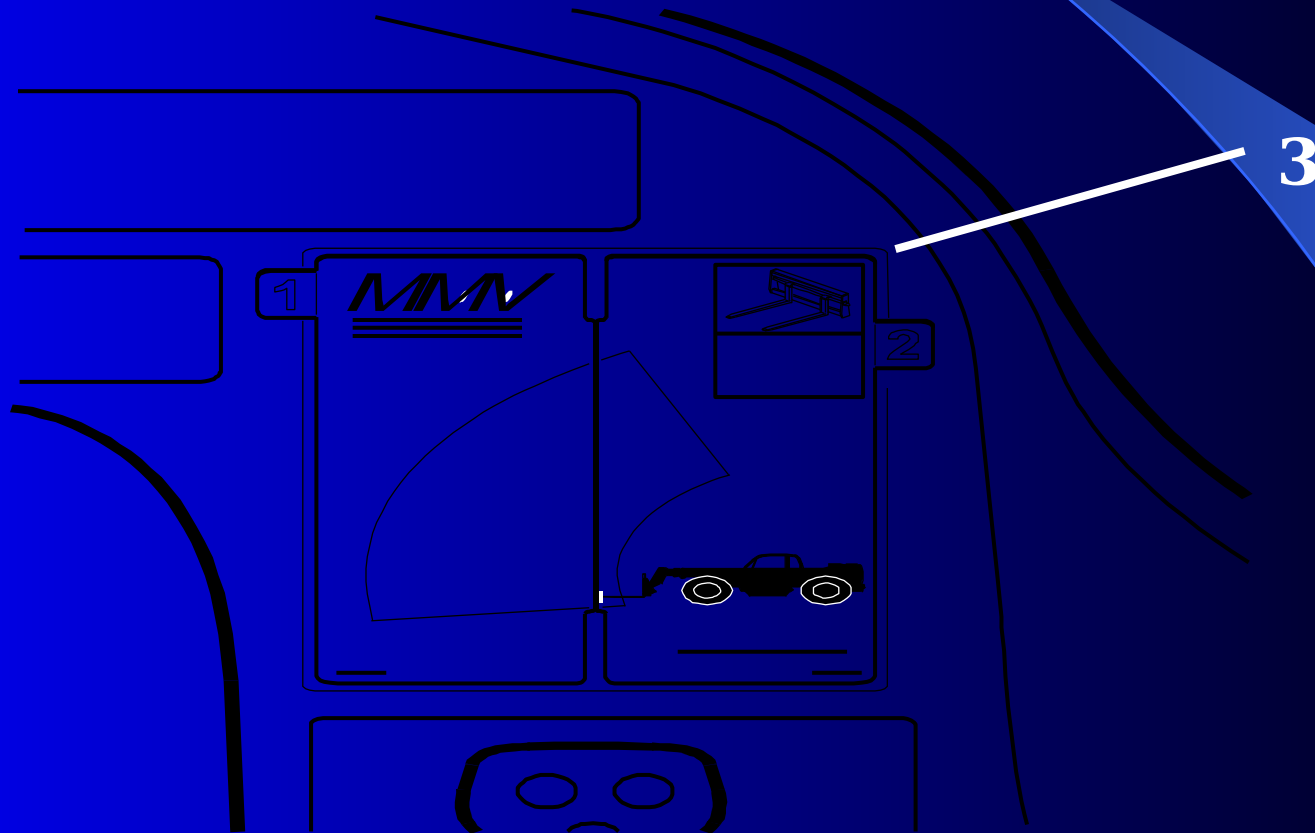


LOAD CHARTS



Using the Capacity Chart

The individual capacity charts are located inside a booklet (3) on the right side of the operator's compartment. Capacity charts are provided to assist the operator in determining how far in front, how high and at what angle a specific load can be safely handled with this vehicle.

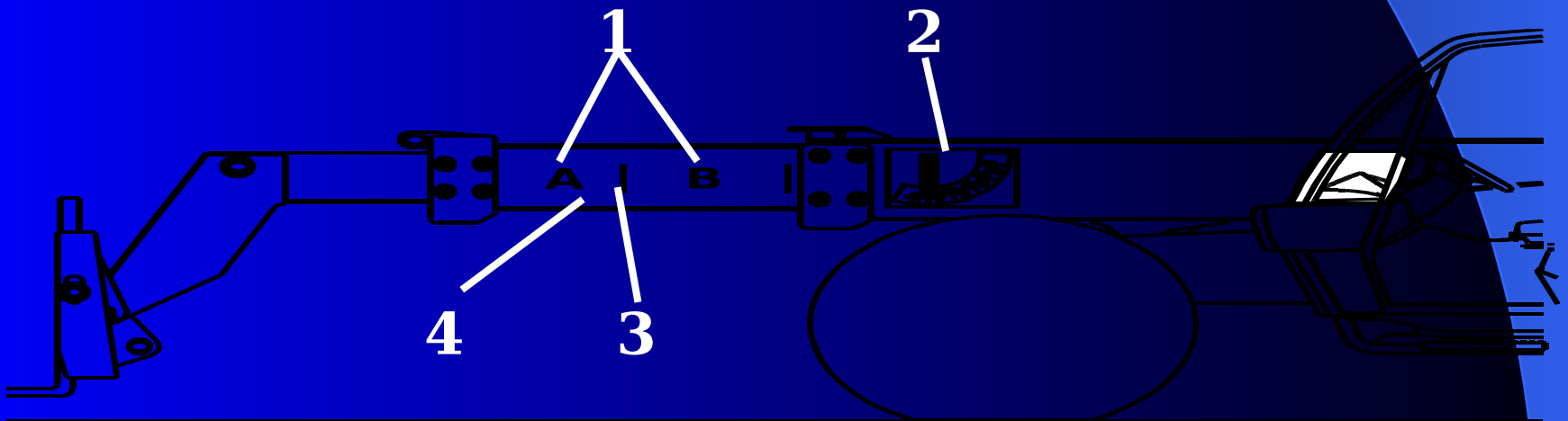


Using the Capacity Chart (cont.)

The vehicle is equipped with two indicators that will assist the operator in determining how to accurately use the capacity chart. These indicators are:

- boom extend letters (1)
- boom angle indicator (2)

As the boom is extended, boom extend letters (1) and vertical dividing lines (3) become visible on the left side of the intermediate boom (4). These letters and vertical lines indicate the point (zone) of boom extension and correspond to the capacity chart. For example, when the boom extend “B” first appears, the boom is at the point of boom extension corresponding to an arc of line “B” on the capacity chart.

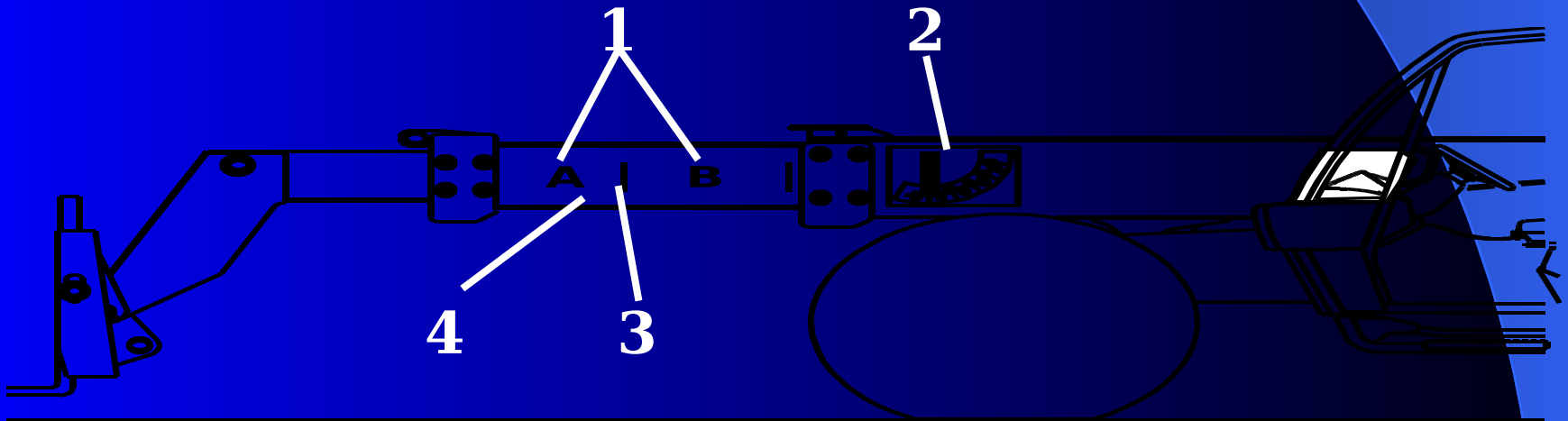


Using the Capacity Chart (cont.)

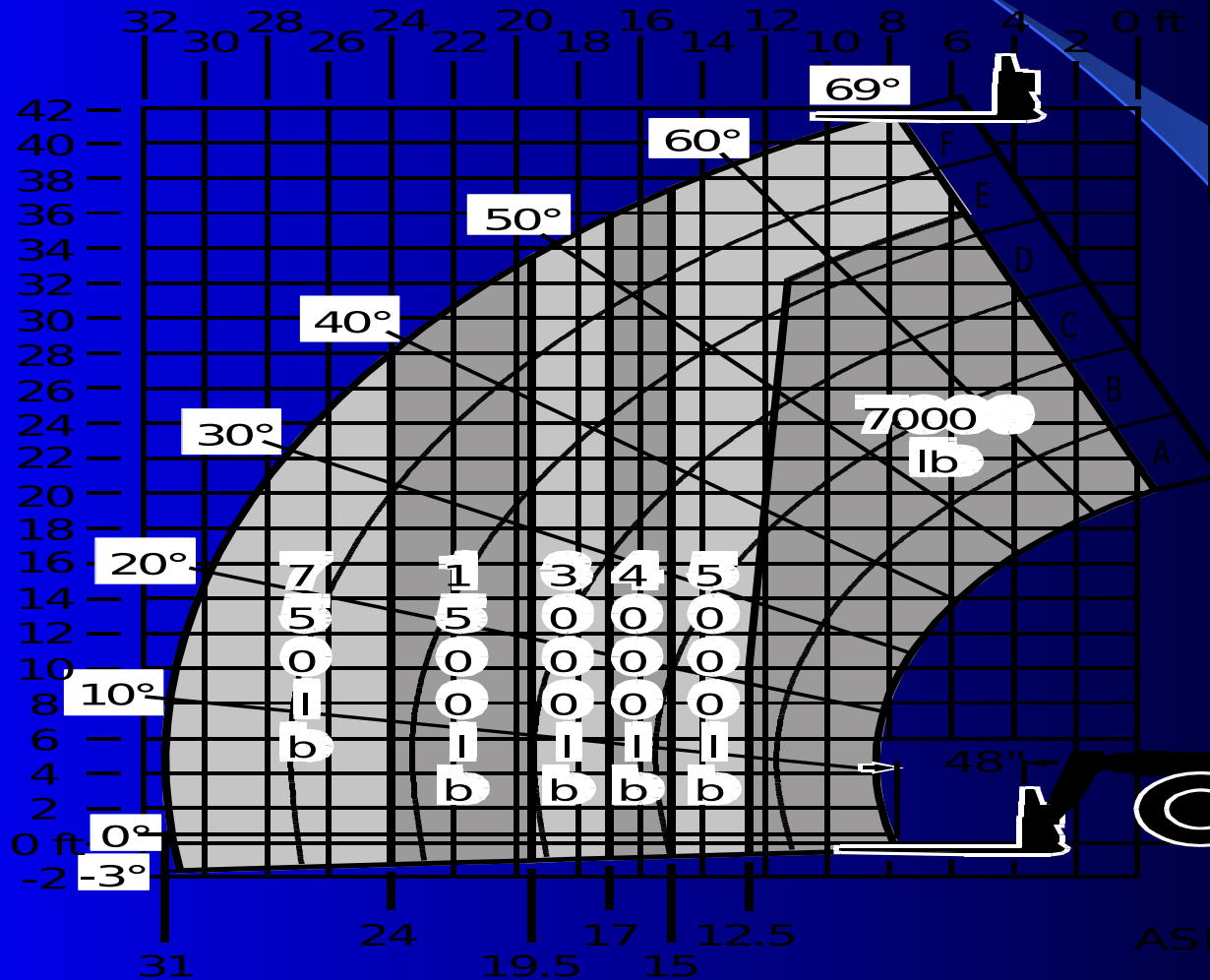
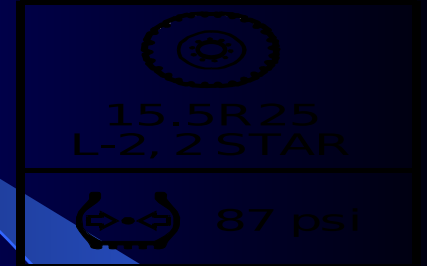
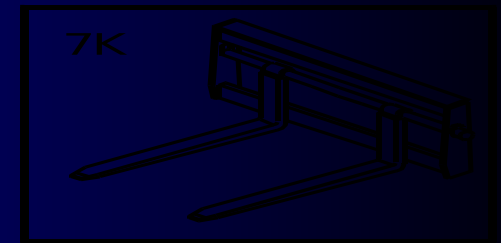
The boom angle indicator (2), located on the left side of the outer boom, indicates the angle of the boom and also corresponds with the angles indicated on the capacity chart.

To accurately use the capacity chart, the operator must first determine three important things:

1. Weight of the load being lifted.
2. Height of the structure where the load is to be placed.
3. Distance where the load will ultimately be placed in front of the front tires.

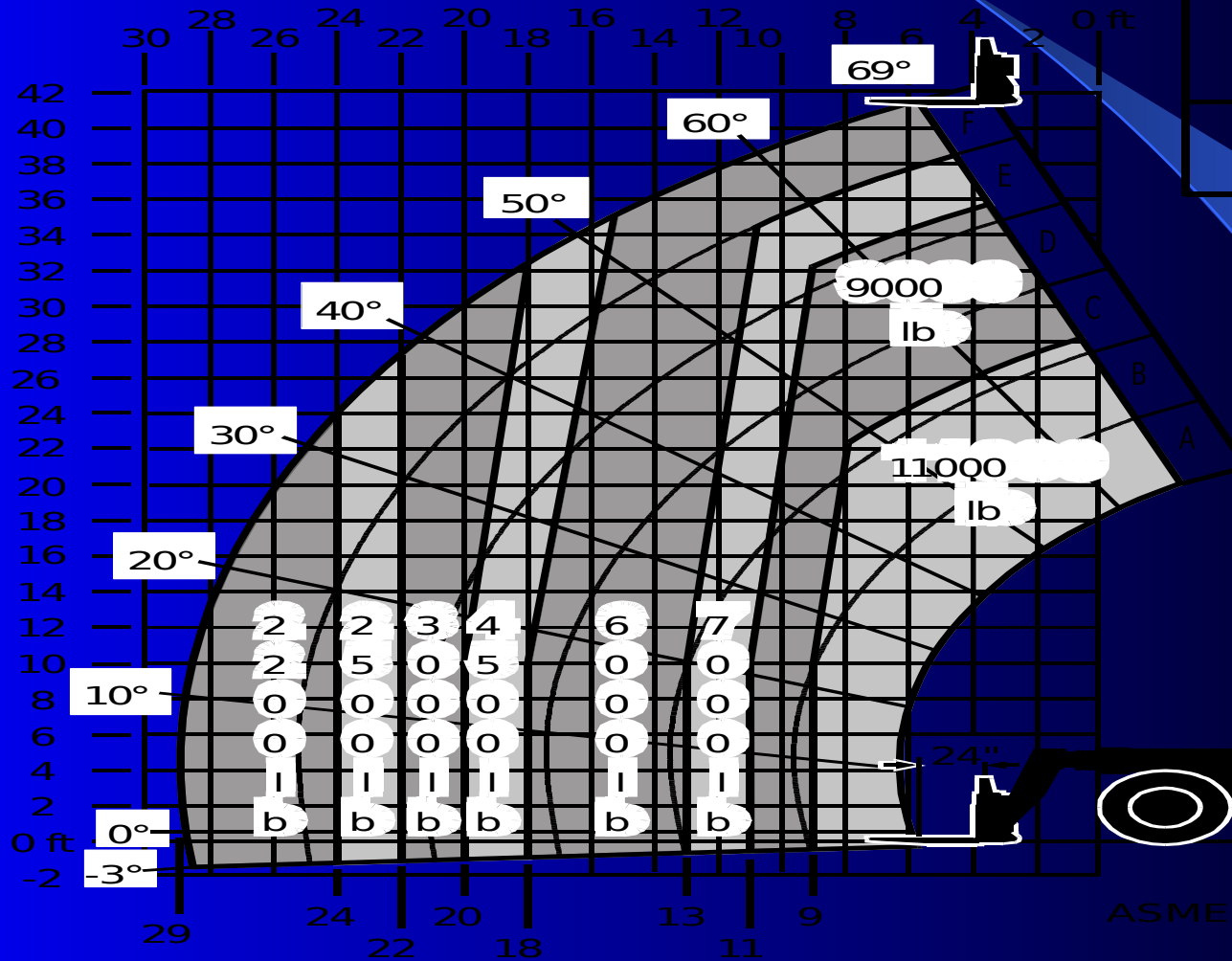
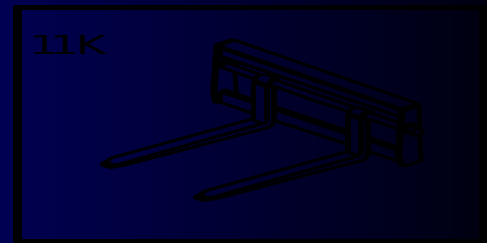


MMV
WITH OMNIQUIP
48" LOAD CENTER CARRIAGE



ASME B56.6b -1998
4110338

MMV
WITH OMNIQUIP
24" LOAD CENTER CARRIAGE



ASME B56.6b -1998
4110337

QUESTIONS

